

## REMOVING BODIES HEARD OF DIFFICULT

All Efforts to Raise the  
Cars Proved to Be  
Unsuccessful.

Four More Bodies Have Been  
Recovered, But Are So Badly  
Disfigured That They Can-  
not Be Identified—Deaths  
Now Estimated at  
Twenty-five.

(Special to The Times-Dispatch.)

NORFOLK, VA., August 18.—Four more bodies were taken from the wrecked cars at Bruce's Station to-day, where the train of the Atlantic Coast Line yesterday ran into the open drawbridge over the Western Branch. The crews of the wrecking tugs, working all night last night and today, with derrick cars and pontoon boats, have been endeavoring to raise the bridge, but have been unsuccessful.

They have not raised these cars, and last night two bodies were found. This morning, however, from a mass of splinters and heavy timbers in the submerged end of the forward car, the searchers came upon another ghastly find. Plunged in the wreckage and horribly mutilated were the bodies of a colored man and woman. They were lying so close together that it was evident that they were companions, but their identity may never be known. They were so horribly disfigured and mangled that recognition will be impossible save by their torn and bloody clothing.

They were taken from the wreck and prepared for burial.

### The Injured.

From St. Vincent's Hospital this morning it was stated that the only one of the injured taken to that institution who has died was John Atkinson, colored, the man whose leg was so horribly crushed that it was possible for Dr. Hutton to amputate the member with a pair of surgeon's scissors. He was at no time expected to live, and the operation was performed merely to mitigate his agony to some extent. He died almost immediately upon reaching the hospital.

The others of the injured are reported as resting comfortably. Engineer Rejes is at the Protestant Hospital, recovering. He declines to make a statement, and, therefore, the blame of the disaster, while running the train over a section of the road he was working for the first time, still rests on him.

### Twenty-five Killed.

There has been no statement from the officers of the road, but they have declared their readiness to give the news. The bodies who were recovered brought out two more bodies this afternoon, making twelve in all, and the statement is that there are as many more pinned by the broken timbers, which cannot be removed until the cars are raised. They are negroes, of whom there were 167 on the train.

The majority of them have returned to North Carolina; hence there is no reliable statement of the missing. Some have been supposed to have drifted away from the wreck. The estimate is that twenty-five were killed.

### Miss Thompson's Story.

Miss Sadie Thompson, daughter of Mr. J. J. Thompson, a trucker, whose home, situated on a knoll on the west side of the Western Branch of the Elizabeth River, overlooking the scene of yesterday's dreadful catastrophe, was an eye-witness to the accident, and saw Engineer Rejes bring his train dashing down the tracks toward the open draw at Bruce's station, carrying with him 200 or more human lives.

"I saw it all," said Miss Thompson, "and it is an experience which I do not care to have again. As I was sitting on the porch of my home, overlooking the draw-bridge, the Coast Line excursion train as it bore down upon the open bridge.

"The draw was open wide to let a tug boat pass through. My attention was first attracted to the oncoming train by the speed with which it approached the draw. The engineers usually slacken speed when they approach the bridge, but this train showed no signs of slowing down. It was then that I saw a terrible sight, which I hope I will never see again. The engine plunged into the river, carrying with it the draw, and as the engine went down, a great cloud of steam and smoke arose, making a most remarkable sight for only a moment, however.

### Bodies Pinned Inside.

"Father, Cleve and Elijah Thompson rushed to the bridge when they saw what had happened. As I stood on the porch of my home, overlooking the draw-bridge, the Coast Line excursion train as it bore down upon the open bridge. The draw was open wide to let a tug boat pass through. My attention was first attracted to the oncoming train by the speed with which it approached the draw. The engineers usually slacken speed when they approach the bridge, but this train showed no signs of slowing down. It was then that I saw a terrible sight, which I hope I will never see again. The engine plunged into the river, carrying with it the draw, and as the engine went down, a great cloud of steam and smoke arose, making a most remarkable sight for only a moment, however.

### Cut Into Top of Car.

Prompt work with axes on the part of a small band of rescuers saved at least thirty lives, who otherwise would have drowned like rats in a trap. All that was above water, following the disaster, was the top of the forward coach. With axes, four men—Captain Walker, of the tugboat Glendale; Messrs. J. V. Sawyer, fireman of same boat; J. J. and Cleve Thompson—began work on the top of the coach and soon lifted it from the car. Immediately to the water's top floated bodies of struggling human beings, and these, one after another, were lifted to the boat and taken ashore. Fully thirty persons were rescued in this manner. Among the eye-witnesses was Fireman Sawyer, of the tugboat Glendale, which

## SALT RHEUM ON HANDS

Suffered Agony and Had to Wear  
Bandages All the Time.

## ANOTHER CURE BY CUTICURA

Another cure by Cuticura is told of by Mrs. Caroline Cable, of Waupaca, Wis., in the following grateful letter: "My husband suffered agony with salt rheum on his hands, and I had to keep them bandaged all the time. We tried everything we could get, but nothing helped him until he used Cuticura. One set of Cuticura Soap, Ointment, and Pills cured him entirely, and his hands have been as smooth as possible ever since. I do hope this letter will be the means of helping some other sufferer."

## AN ADDRESS TO THE DEMOCRATIC VOTERS

Fellow Citizens: You know the following facts:

That in order to prevent the United States Senate from continuing to be controlled by corporate interests, it is necessary to have the United States Senators elected by the people, instead of the State Legislatures.

That to accomplish this, it is necessary to have an amendment adopted to the United States Constitution.

That the Senate, as long as it is elected by the State Legislatures, will not vote for such an amendment.

That if there already two or three times passed a bill providing for such an amendment, although the House of Representatives had previously passed such a bill.

That the only way to obtain senators who will be apt to vote for such an amendment is by nominating them in a primary, and thus binding the State Legislatures in its choice.

That the only way by which the people can at present speak their choice is by a primary election.

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## TUCKER CHOSEN FOR PRESIDENT

His Selection Has Been Confirmed  
By Board of Directors.

### NOTIFICATION COMMITTEE

(Special to The Times-Dispatch.)

NORFOLK, VA., August 18.—Hon. Henry St. George Tucker, dean of the school of law and diplomacy of George Washington University, formerly Columbian University, Washington, was unanimously elected president of the Jamestown Exposition Company this afternoon, by the board of directors. When one of the officials of the company, Mr. Kleff, was asked if Mr. Tucker would take the place, he said, that the gentleman's acceptance was practically certain.

A committee was appointed to go to Washington and notify Mr. Tucker of his election. The members of the Notification Committee are: A. H. Martin, Robert Hughes, Barton Myers, C. Brooks Johnston, O. D. Batchelor and George Schmeltz.

The Notification Committee to-day addressed the following to Mr. Tucker: "The committee appointed by the board of directors of the Jamestown Exposition Company to notify you of your election to the presidency of the company, and to follow: 'At a meeting of the directors of the Jamestown Exposition Company just held, you were unanimously elected president to fill the vacancy occasioned by the death of General Fitzhugh Lee. Your acceptance will maintain the high historical and educational standard of the exposition, which is our cardinal ambition, and thereby make it a fitting commemoration of three hundredth anniversary of the nation's birth. We beg to confirm this telegram. Rarely, if ever, has the State of Virginia demanded a leader for an enterprise as great as the one you have been chosen to do. The history of our great Commonwealth seems with romance and bristles with decisive incidents. The plain tale of the State is as epic, her story a drama, whose climaxes have been limited solely by occasion."

"We have honored our enterprise and adhered to the best traditions of our Commonwealth by inviting you to assume its presidency. Your acceptance may entail a personal sacrifice, but your inheritance and your life prevent the thought of self obtruding upon your duty to your State."

"We are to celebrate the most transcendent event in the nation's history; we are to memorialize the planting of our feet on the soil of the great Union has evolved; we are to commemorate not only the deeds of the founders, but the events which those deeds with precision forecast. Our exposition is to be an apotheosis of the men, pioneers in the forest lands, the makers of the waste places, builders of a State, evangelists of liberty far flung throughout the world."

"We call you to the leadership with a full assurance that your character, attainments and equipment mark you pre-eminent fitness for work, and we call you confidently because no one else could ignore a summons to a duty of this nature on which the future of his State so largely depends."

(Signed) "ALVAH H. MARTIN, Chairman

"ROBERT M. HUGHES, Barton Myers, C. Brooks Johnston, O. D. Batchelor, George A. Schmeltz, Committee."

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instructed," said the speaker savagely.

Mr. Swanson explained that one of the charges was that he tried to get more pay for nine postmasters in his district, and he said that one hundred and ninety congressmen had done the same thing. He named many names, and said that in a list of such patriotism and glory that Mackey and his company will never be in the class, even at the foot.

Some Bitter Words.

Mr. Swanson explained that the postmasters at Chatham, Martinsville and other points were poorly paid, and he only wished he could have gotten more for them.

"Fifty a month is high pay for Mackey," he declared, "but poor pay for Jim Collins, postmaster at Chatham."

The other charges were that he had not with Congressman Maynard in getting the lease of the postoffice at Hampton extended at \$720, when the post-office inspector recommended a building at \$600 per year.

He said the people wanted the office to remain where it was, and that the inspector had located it next to a bar-room, which he did not think a proper place.

"That is all they have found against me in fourteen years," said the congressman, "and I regard it as the finest recommendation I can have, that a filthy sleuth-hound, after a microscopic examination of my record, only discovers that I tried to get increased pay for nine country boys and endeavored to keep a postoffice from next door to a bar-room. (Applause.)"

"Listen!" he exclaimed; "I hold in my hand a pamphlet entitled 'Swanson and the Postoffice Scandal.' This has been mailed broadcast to the voters of this State. I don't know who did it, but I know no man could do it unless he had a large number of clerks; unless he had a list of the voters, and unless he had a great deal of money."

"I will mail my reply to the attack before the pamphlet was out cost me \$2,000 or \$3,000 out of my limited means."

Calls It Boomerang.

"This is a thing of eighteen months' standing. Why was it not put out before? Why did they wait until the eve of the election, when it would have but limited time in which to reply?"

"I will do it for the brave people of this Commonwealth will not approve this modern and unmanly method of fighting battles within the Democratic party."

"Now I propose to take up something else," he declared, "and I want to say that I intend to be a business Governor. I will visit the public institutions, and if I find graft and wrong-doing I will expose it, let the chips fall where they may—(Cheers.)"

"I will do that which is untrammelled by the past. I have promised an office to no man, and will feel absolutely free to do what my conscience dictates is best for the people of my State."

"I want it known that all things being equal I will stand by my friends—(Much applause.)"

"I will, however, place the welfare of my State above all other considerations, and will strive at all times to give her people a clean and vigorous business administration."

Mr. Swanson declared he favored a revival of business all over the State, and will strive at all times to give her people a clean and vigorous business administration."

Shot at Willard.

"I would even go so far on this line," said the speaker, "as to endeavor to induce one of my distinguished competitors to bring a little more of his capital into this State."

This shot at Captain Willard created great laughter.

Mr. Swanson declared in favor of the regulation of freight rates, and in proceeding he praised the Corporation Commission and declared that it had done a grand and glorious work in Virginia.

He said in the amendment of commission would deal out equal and exact justice to the people, on the one hand, and the corporations, on the other.

Mr. Swanson declared for better public schools, and said he had received his education in them, and taught them, and would always strive to foster and build them up. The speaker said the teachers should get more pay, and that the terms should be longer. He wanted more high schools in the cities, towns and counties of the State.

For the Single List.

He declared for the single book list, and when he said "You can never have good schools with high books and low priced teachers; I am for reversing it."

"I favor good roads, and to this end I favor working the convicts in the penitentiary and the prisoners in the jails on the public highways of the State."

He wanted to keep these convicts out of competition with honest labor, he said, and when he declared he had always stood by honest labor in his public life, there was much applause.

Mr. Swanson, in his happiest vein, ridiculed his two competitors for having failed in their long good roads, better to do anything for the good of the State, than to do nothing.

After referring to the Baywads and Grays and Snubdurgs, he gave place to Addicks and his creatures, he praised the Virginia Legislature for passing the bill to prevent such invasion here. He declared that he only asked election, and said that he only asked free from the use of money and in the most honest manner.

Mr. Swanson grew eloquent as he neared his climax. His audience was thoroughly with him. His tributes to Virginia and to the great work in war and peace were beautiful and rhetorical, and when he concluded there was prolonged cheering.

An informal reception was held upon the stage, and a great many Democrats crowded about him to shake his hand in congratulation.

ROUSING RECEPTION FOR CAPT. WILLARD

Missed Train and Had to Travel On Freight Engine—The Mackey Charges.

(Special to The Times-Dispatch.)

LEESBURG, VA., August 18.—Lieutenant-Governor Joseph B. Willard addressed

# INSTRUCTIVE, ENTERTAINING, ELEVATING

—IS THE—  
**Sunday Times-Dispatch.**

All That's Best in Every Line  
and  
All the World's News.

ed three large audiences to-day at Sterling, Round Hill and Leesburg. Loudoun county—in the interest of his candidacy for Governor of the State.

Mr. Willard was scheduled to speak at Sterling at 1 o'clock, but missed his train, and arrived there late on a freight engine. He was warmly welcomed at the house of a large outpouring of people.

Mr. Willard, who is from the neighborhood of Loudoun, is popular in Loudoun, and the welcome accorded him was sincere and hearty. He was introduced by Mr. Dulaney Bruin, chairman of the county committee, and said:

"There are two lines of argument to which I could address myself—my personal fitness for Governor, as disclosed by my past public record, and the fitness or weakness of my adversaries. I confine myself to the first, but if I were to pursue the latter course, it would not be by insinuation, insuendo or inference, but straight from the shoulder, and in the plainest of my fitness, it is not what I think but what you think of my fitness."

Mr. Willard then disposed of the charges made against him as to his alleged opposition to the Jim Crow law, and explained his position as to the charge that he was not a Virginian by birth. He had only to reply that he was a citizen of the State by election, selection and choice, and that the people of Virginia would elect him.

He then denied that he had any knowledge of the published article of Mr. Crandall Mackey, and said he did not approve of that sort of campaigning. He denied having paid for its publication, notwithstanding the charge, and in return, asked why the Culpeper Express from a circulation of 500 several months ago had reached a circulation of 17,000, and how the Register had increased from 2,000 to 4,000 in the last few days. He reviewed his record on the employers' liability bill and similar measures. He advocated the law as it regulated the work of the Corporation Commission, and said he would maintain its prestige and usefulness by appointing as its members the best talent in the State as the occasion required.

Willard in Loudoun.

(Special to The Times-Dispatch.)

STERLING, VA., August 18.—Willard was accorded a rousing reception at the depot upon his arrival at Sterling yesterday, and judging from the number of Willard buttons and the amount of enthusiasm displayed, the Lieutenant-Governor's chances in Loudoun are exceptionally good.

To one of the largest audiences ever assembled at that place Mr. J. H. Summers introduced Mr. Willard, who was greeted with hearty cheers and continued applause. He held his audience as if spellbound during his entire speech, and every eye was turned to him, and enthusiasm spent itself in hearty applause.

Mr. Willard departed immediately for Leesburg, where he will address the voters of that district at 8:30.

GO ON THE TRILBY THE BEST ROUTE TO NORFOLK, OCEAN VIEW AND VA. BEA TRIP TO NORFOLK AND OCEAN VIEW. \$1.25 to Norfolk Beach. Quickest route. Leaves Byrd Street Station 8:30 A. M. The only Sunday Outing Train to the ocean without change of cars.

FOR THAT TIRED FEELING TAKE C. & O. Saturday & Sunday \$1 EXCURSIONS \$1 TO THE SEASIDE.

Saturday train leaves Richmond 8 P. M. Sunday trains leave 8:30 and 9 A. M. Parlor Cars attached. One day, \$1.00; two days, \$2.00. Spend a night and day with the Richmond Howitzers in camp at Ocean View.

TAKE STEAMER "OLD POINT COMFORT" SATURDAY NIGHT. SEPTEMBER 22, 9 O'CLOCK. 75c—Round Trip to Norfolk—75c. 75c—Round Trip to Newport News—75c. Children under 12 years of age, 50c. Tickets good to return next night or the following Tuesday.

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